

COUNTRY AustriaREPORT NO. TOPIC Airfields in Austria

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EVALUATION see belowPLACE OBTAINED

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DATE OF CONTE DATE OBTAINED E PREPARED 4 December 1952REFERENCES PAGES 4 ENCLOSURES (NO. & TYPE) REMARKS **REFERENCE COPY**
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1. Wiener Neustadt (O 48/X 3h) a train of about 25X1
40 flatcars left Wiener Neustadt for Hungary in the evening of 5 October. The
flatcars were loaded with jet planes which came 25X1
from the pyrotechnic plant near Wiener Neustadt.¹

2. The following observations were made at Wiener Neustadt airfield between 24
October and 10 November:
- 24 October. At 3:40 p.m., 10 MiG-15s and 2 IL-28s were parked along Badener
Strasse. The hollow near the pyrotechnic plant could not be observed. Local
residents said that there was air activity by conventional planes and jet
aircraft after 8 a.m. At 4:02 p.m., an IL-28 plane took off in a north-
south direction. There was a 6/10 overcast and a good visibility. The IL-28
plane which had its nose wheel and landing gear extended circled twice over the
town and landed at 4:14 p.m. taxiing under its own power. At 4:03 p.m., three
MiG-15s took off at intervals of 20 seconds. The first plane circled once and
landed at 4:06 p.m. It was towed to the dispersal area by a weapons carrier.
The second plane which circled more widely, landed at 4:07 p.m. and taxied
to the dispersal area under its own power. The third plane which flew out of
view landed at 4:13 p.m. and taxied to the dispersal area. At 4:15 p.m., a
red ground signal was fired probably to give the signal for terminating the
air activity. Upon the signal, the technical personnel and the motor vehicles,
including a truck with a coupled trailer painted a green-white checkered
pattern, and a tank truck left the landing field. It appeared that personnel
with little experience were at the field because flying was performed
considerably slower than previously.
- 25 October. Because of fog at 8 a.m., only 11 IL-28 planes could be observed
on front of the flight control station. Trucks driver wearing 25X1
black-bordered blue epaulets and driver wearing 25X1
red-bordered black epaulets, left the field coming from the flight control
station.
- 27 October. Between 8 and 10 p.m., an unidentified number of MiG-15s were
parked along Badener Strasse and 11 IL-28s were in front of the flight
control station. A MiG-15 plane took off at 8:05 p.m. and landed at 8:10 p.m.
Another MiG-15 took off at 8:20 p.m., circled once over the town and landed at
8:26 p.m. A third MiG-15 took off at 8:38 p.m. and landed at 8:44 p.m.²
- 28 October. Between 4 and 4:30 p.m., 11 IL-28s were parked in front of the
flight control station. Five AA guns with flash hiders and three AA machine
guns were observed in the cantonment west of Wiener Neustadt. At 2:40 p.m.,

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six loaded trucks, [redacted] were observed at the loading ramp of Liesing (O 49/X 38) railroad station. A truck loaded with benches, driver wearing black-bordered black epaulets, stood at the overpass.

30 October. [redacted] individual flying was practiced by IL-28s between 8 a.m. and noon. The sky was 10/10 overcast, and there was a 25 km/h westerly wind. The planes with retracted landing gears circled over the town.

31 October. There was calm weather, a 10/10 overcast and light rain. At 12:45 p.m., two IL-28s with retracted nose wheels and landing gears approached the field at a low altitude.

1 November. At 8:30 a.m., a MiG-15 plane took off and circled once over the town. There was a 8/10 to 10/10 overcast and a west-southwesterly wind at a speed of 20 km/h. Take-offs were made by one IL-28 plane each at 1 and 1:25 p.m. The planes had their landing gears and nose wheels extended.

3 November. Between 8 a.m. and 2 p.m., there was flying by MiG-15s and IL-28s. The planes individually circled over the town. There was a 10/10 overcast, light rain and light wind.

4 November. Between 2:30 and 9 p.m., there was almost no wind, and the sky cleared up. Flying was practiced by MiG-15s which took off at intervals of 7 to 10 minutes and individually flew over the town.²

6 November. Between 4 and 5:15 p.m., 22 MiG-15s were observed at the field. Ten of them were parked in one row at the railroad stop at Woellersdorfer Strasse near the flight control station, and the remaining 12 were parked in two groups of six planes along Badener Strasse. Additional planes observed at the field included 11 IL-28s in front of the flight control station and 6 Pe-2s near the MiG-15s at the Woellersdorfer Strasse stopping place.³ There was no air activity. The sky was 10/10 overcast at an altitude of about 1,500 meters. There was good visibility and a 30 km/h wind. Six AA gun emplacements, about 50 cm deep and 2 meters in diameter, were located in a position north of the shrapnelproof revetments not far from the road sign on Badener Strasse. Each emplacement was occupied by an AA gun, of about 20 mm caliber and having a thin barrel about 2.5 meters long with a flash hider and gun shield. Soldiers wearing red-bordered black epaulets practiced with the guns. A bus painted a white-green checkered pattern stood near the garage and the motor vehicle repair shop on the eastern edge of the field. Truck

[redacted] driver wearing black-bordered blue epaulets, moved to the garage. Sentries with red-bordered black epaulets were posted at the cantonment west of Wiener Neustadt. No AA guns with flash hiders could be observed in the area of the camp. Some motor vehicles were parked in the garages. The former AA gun emplacement south of Wiener Neustadt-Bad Fischau road was vacant.

10 November. Aircraft observed at the field included 16 MiG-15s parked from Woellersdorfer Strasse as far as the flight control station and along Badener Strasse, 11 twin-jet planes most of which were parked near the flight control station, 4 Pe-2s in front of the flight control station, and 6 aircraft of an unidentified type on the edge of the woods in front of the pyrotechnic plant. [redacted] there was air activity in the morning. Between 4 and 5 p.m., no flights were made. There was a 10/10 overcast at an altitude of about 800 meters, a 10 km/h southwesterly wind, and a visibility of about 1 km. Night flying started at 6 p.m. MiG-15s and IL-28s took off at intervals of 7 to 10 minutes and flew individually. When the planes approached the field, a searchlight was in operation. The AA gun emplacements north of the shrapnelproof revetments near the road sign were still vacant.

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3. Aspern (P 49/X 49). About 36 MiG-15s, 54 Pe-2s and 2 biplanes were observed at Aspern airfield between 7:30 and 9:30 a.m. on 25 October. There was a dense fog until 9 a.m. The weather was calm and sunny at about noon. No air activity was observed. Six tank trucks were observed at the western fuel dump which consisted of five fuel containers, each with a capacity of about 15,000 liters. Four tank trucks were parked on the southern edge of the field. Near the garages not far from the flight control station were 16 trucks, 2 weapons carriers [redacted]

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[redacted] all the drivers wearing black-bordered blue epaulets, entered and left the field. A sentry wearing black-bordered blue epaulets was posted in front of the komendatura in Aspern. Truck [redacted] driver wearing red-bordered black epaulets, was parked in front of the building. Two trucks and a van-like truck were observed in the garden of the officers' home. Truck [redacted] driver wearing black-bordered blue epaulets, moved into the garage at No 19 Lobau Gasse. Van-like truck [redacted] drivers wearing black-bordered blue epaulets, were parked in front of the Schlosshofer Strasse and Cross Enzersdorf. The former home for aged people was guarded by sentries who wore black-bordered blue epaulets. About 50 men wearing black-bordered blue epaulets, including some with coveralls, approached in groups from the direction of Aspern. No change was observed in the radio installation on the eastern perimeter of Aspern.⁴

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4. Deutsch Wagram (P 49/S 50). Between 9 and 11 a.m. on 27 October, no occupation or activity was observed at Deutsch Wagram airfield. The construction of shrapnel-proof revetments was apparently completed. No change was observed on the runway. The radio installations near Obersiebenbrunn (P 49/S 60) were erected. At the previous location, there were a PKV-45 DF station, an antenna mast with a cone-shaped bracing and a van-like truck under a newly erected brick shed as well as a long-wire antenna of several sections, a van-like truck and a wooden cabin. A truck with a mounted searchlight was also observed. The house which was previously reported to be under construction was completed. Another completed house was located in the extension of the imaginary line drawn from the antenna mast of the PKV-45 DF station to the northeast. It was observed that Deutsch Wagram and Strasshof (P 49/S 50) military posts were lightly occupied. No military activity was noticed. Sentries were posted in front of a few installations. The motor vehicle park was vacant. No vehicular traffic was observed except for traffic by a truck [redacted]

5. Parndorf (P 48/X 77). On 8 November, Parndorf airfield was occupied by 30 jet planes. Mobile lighting facilities were located at the field. The generators were being charged in the battery-charging station throughout the day. Local residents who were questioned about the crash of a MiG-15 in Parndorf generally stated that the jet plane had crashed in the light beam of a searchlight on 30 July. However, no eye-witness could be found. During the night after the accident, all traces of the accident were carefully cleared so that the point of the impact could not be recognized. No details could be obtained concerning the inscription on the flag observed at the burial. The figure 13 was observed on the flag. Most of the personnel who were present at the burial wore blue epaulets. The tombstone of the crashed pilot bears the following inscription "The pilot Nosenko V.J (a)

28 30
19 2 17 19 7 52

Killed on duty".

6. Between 9 a.m. and 2:30 p.m. on 27 October, no changes were observed on the radio installations west of St. Poelten (O 49/W 88)

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7. Waellich Hof (O 49/X 38). Between 8:30 a.m. and 2 p.m. on 29 September, it was observed that new sheds, serving as garages, were erected near Waellich Hof. Motor vehicles observed there included three driving school trucks, [] driver wearing black-bordered blue epaulets, []

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1. [] Comment. According to available information, it is believed that the two fighter regiments, including their aircraft, were transferred by rail from Wiener Neustadt airfield.
2. [] Comment. The information on air activity by MiG-15s indicates that the fighter units now stationed at Wiener Neustadt airfield have a considerably inferior status of training compared with the units previously stationed there.
3. [] Comment. The reappearance of re-2 planes which were last observed in Wiener Neustadt prior to January 1952 may be connected with the retraining on IL-28s. It was previously observed at almost all airfields where retraining on IL-28s was performed that Pe-2s were used as trainers.
4. [] Comment. The previously reported twin-jet planes were not observed by eye-witnesses. [] It is possible that IL-28s from Wiener Neustadt airfield temporarily landed at Aspern airfield. The observations that the field was occupied by a fighter regiment which was previously stationed at Deutsch Wagram do not indicate that this regiment was transferred.
5. [] Comment. Deutsch Wagram airfield and the military posts in its vicinity were either unoccupied or only slightly occupied. It was previously expected that the two fighter regiments, including one in Parndorf and one in Aspern, would be retransferred to their military post at Deutsch Wagram before the beginning of the winter. However, this retransfer has not yet been performed. Meanwhile, the regiment in Parndorf was relieved by another fighter regiment. The reported erection of the PKV-45 DF station and of the other radio installations near Obersiebenbrunn which were dismantled after August 1952, may be considered as an indication of an expected reoccupation of the field.
6. [] Comment. [] previously reported details on Parndorf airfield which have been confirmed [] The number of MiG-15s reportedly observed at Parndorf airfield is credible. Investigations concerning the crash of a MiG-15 plane in Parndorf have not revealed new details. From the numerous soldiers who were present at the burial it is inferred that the killed officer was either a squadron commander, a regimental commander or his deputy. The name of Nosenko is reported for the first time.
7. [] Comment. Waellich Hof is believed to be occupied by elements of the independent motor transport battalion which is stationed in Brunn am Gebirge.

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